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17 July 1969

MEMORANDUM FOR: Director of Special Activities

SUBJECT : Debriefing Pilots [redacted] and

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1. Selection Process:

a. Both pilots were impressed by the way they were handled when they were first brought to Washington, D. C. They also felt that they benefited by their sessions with the Psychologists.

b. Both pilots felt strongly that wives should be seen by Psychiatrists as they were interviewed routinely during one stage of the program. They stated that both their wives were unhappy and upset by being interviewed because they had no prior warning of the fact that they were to be seen by a Psychiatrist and jumped to conclusion that they were being singled out. The wives should be prepared ahead of time and assured that this is routine. They felt they should also have some briefing as they were generally not briefed until later at Edwards AFB and in meantime husband pilot has had to explain his new job as best he can; also later, they inevitably became recipients of classified knowledge so should be more adequately briefed.

2. Lovelace Examination:

Both concurred that this is an excellent program.

USAF review(s)
completed.

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3. [redacted] takes a strong stand on type of pilot candidates. He feels that pilots with Aeronautical engineering degrees or broad experience in flight testing develop ambitious plans for their careers and will be frustrated by the five (5) years they will put in on the project where they are out of the main stream of the Air Force. Also, he believes that these people are less able to assume role of primary student in learning to fly this type of aircraft. This higher-educated type is also more adamant in refusing certain aspects of program such as many OXCART pilots refused to take psychological testing at Lovelace and tended to make things difficult for the E&E and Survival Training people. Both [redacted]

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[redacted] believed that a regular fighter pilot who is, above all, a good pilot and is realistic in his ambitions and is a well-balanced patient type of individual who likes to fly would make the preferable type of candidate. They state that it takes at least 1½ years for a pilot to reach full operational status.

4. Lack of operation missions is the biggest anti-morale factor. Each candidate had the belief before entering project that they would be much more active.

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5. Choosing pilots with combat missions is not important from [redacted] standpoint.

6. None of recent pilots have ever flown a tail-wheel aircraft and they believe it might be helpful for [redacted] to obtain a plane of this type for some preliminary flights.

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7. Flying ability should be number-one consideration in selecting pilots from operational standpoint.

8. Personalized medical care and attention of personal-equipment personnel were considered to be of highest order.

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9. Both [redacted] came to project from SAC U-2 Program. They have many friends there who are aware of the jobs in the project. At one time SAC would not

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release any of these pilots and they were also told that project was not accepting anyone over thirty (30) years of age. They know that many of these pilots are anxious to get into program and point out that with their background, they can be available as operationally-qualified pilots in a few months versus 1½ to 2 years for a pilot unfamiliar with aircraft.

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[redacted] SAC pilots also have no psychological or morale problems as they know exactly what they are getting into.

10. They both pointed out that the transition from hot-fighter-type aircraft is very difficult. They said all pilots are afraid of the airplane for a long time because of flight characteristics such as inability to withstand high "G" forces, necessity of "stall landing", landing attitude with tail-wheel, reversed response to side winds on landing, etc.

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11. Likewise, they feel that a little knowledge is dangerous and permitting any number of pilots to fly a few patterns is a mistake.

[redacted]

12. Their impressions of "Resistance to Interrogation Training" were that it is an outstanding program. They had both been through two special SAC schools and were in a good position to pass judgment. They both felt that they had gained a great deal of insight into what they should do and

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how they would perform under certain circumstances. They felt they had learned a lot about themselves. They considered the program invaluable. They would recommend training be accomplished before joining a squadron in order to negate any feedback from old hands, as not being aware of situation to be encountered as very important.

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[redacted]
Chief, Aero Medical Staff
Office of Special Activities

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C/AMS/OSA [redacted] (10 Jul 69)

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